

25X1A

☐ 2812-63  
Copy 8 of 8

12 June 1963

MEMORANDUM FOR : AFIGO-S  
Headquarters USAF

ATTENTION : Colonel Hauser Wilson

SUBJECT : High Intensity Aircraft Flight System for Possible Use  
in KC-135 Aircraft

25X1A 1. In connection with our telephone conversation on 11 June, I am  
25X1A sending you a copy of the proposal sent to me by ☐ under cover of  
25X1A 28 May 1963. We have worked with ☐ for some time on his airborne  
25X1A lighting system, beginning with an installation made earlier this year on a  
25X1A Cessna-180 aircraft in use at ☐ It was this original installation which  
inspired ☐ to make a recommendation to us that the ☐ system be adapted for the KC-135 tankers.

25X1A 2. In discussing the requirement with ☐, which precipitated the  
25X1A proposal of 28 May, I told him only that there might be an experimental appli-  
cation of his system to a KC-135 aircraft performing special tests in the near  
future. He does recognize the requirement to stem from air refueling. I  
should note that we have had a clearance obtained on ☐ although we have  
not undertaken to brief him on any of our Programs, feeling that the need did  
not yet exist. He is a former SAC photographic officer and appears to connect  
our requirements with some aspect of Air Force Special Projects, probably  
centering around ☐ In addition to the Cessna-  
180 application, we have ordered similar condenser/discharge lighting systems  
for our constellation aircraft in the ☐

25X1A 3. Early in the game I took the trouble of investigating ☐ system  
25X1A from a technical standpoint with Mr. George Prill and Mr. George Moore,  
25X1A Chief and Deputy Chief respectively of FAA Flight Standards. I was told by  
25X1A them that the ☐ system they regard as an exceptionally fine one and a

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25X1A leader in its relatively small field and added that [ ] development is  
25X1A wholly consistent with current and anticipated FAA rule-making in the field  
25X1A of anti-collision lighting systems. They were reluctant, of course, to be  
25X1A quoted as being in favor of [ ] under the theory that this would put FAA  
25X1A in the position of endorsing a single manufacturer, which is contrary to  
25X1A their policy. One of the most attractive features of [ ] system is its  
25X1A exceptionally modest price and the vigor with which he pursues his delivery  
25X1A schedule. The [ ] system is patented in his name, but is currently  
25X1A manufactured by [ ] who capitalized [ ]  
25X1A initially. Over and beyond his airborne system, we have also recently pro-  
25X1A cured several sets of his high intensity landing light system, one of which is  
25X1A being installed at [ ] for low visibility landing conditions. [ ]  
immediate research leading to his proposal was undertaken after he had studied  
commercial versions of the Boeing 707 aircraft. He has not inspected KC-135  
aircraft but claims the installation is so similar that the difference is virtually  
negative. Power requirements, you will see, are extremely minimal.

4. I would appreciate it if you would be good enough to place this  
proposal, together with our endorsement of the [ ] system, before  
interested parties in AMC and SAC. We are, of course, keenly interested in  
obtaining permission for at least a single pilot installation in a KC-135 so that  
we can make some tests during actual airborne rendezvous. Please be good  
enough to keep me posted on your findings.

FOR THE DEPUTY DIRECTOR (RESEARCH)

By: (Signed) [ ]

JAMES A. CUNNINGHAM, JR.

Attachment  
Proposal

Distribution:

25X1 1, 2 - AFIGO-S, w/att  
3 - DAD/OSA, w/o att  
4 - AD/OSA, w/o att  
5 - D/FA/OSA, w/o att  
6 - D/TECH/OSA, w/o att  
7 - [ ] w/o att  
8 - RB/OSA, w/oatt  
AAD/OSA:JACunningham, Jr. /mm

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